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# Using the Cone Calorimeter for Toxicity Measurements of Materials by Raw Sampling

Abdulaziz Alarifi, Herodotos Phylaktou, Gordon Andrews & Omar Aljumaiah

presented by **Abdulaziz Alarifi**

For the **7<sup>th</sup> Saudi Students Conference** on 1-2 February 2014  
**Edinburgh, UK**

**(Awarded best presented paper)**

- Introduction
  - Why do we research Fire Toxicity?
  - How would Fire Toxicity research prevent (or reduce) fire fatalities?
- Objectives
- Experimental setup & modifications
- Results & Discussion
- Conclusions & future work



# Introduction – 1



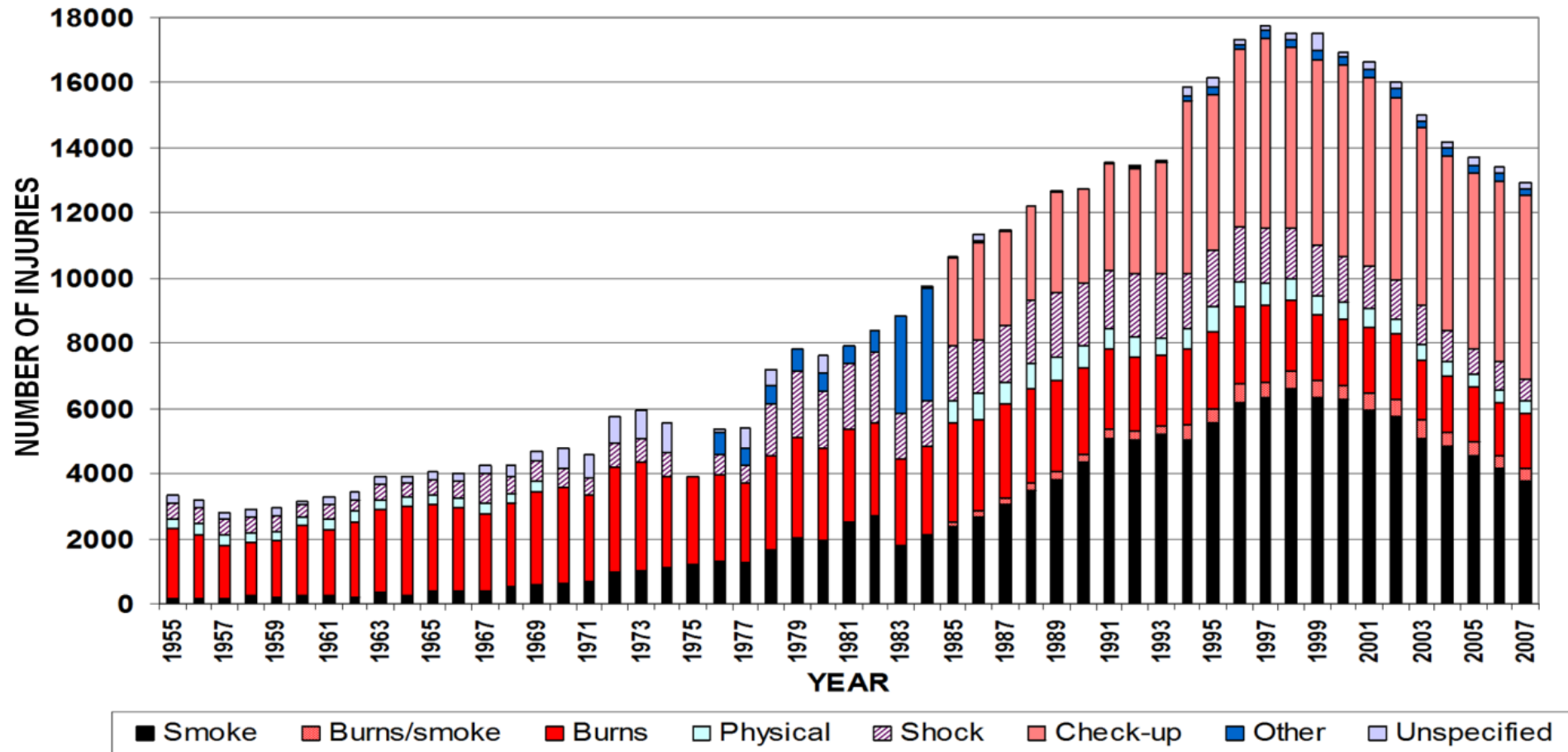
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- Major Drivers of fire toxicity research

- Disasters
- Statistics



1985 British Airtours Flight 28M, Manchester, UK

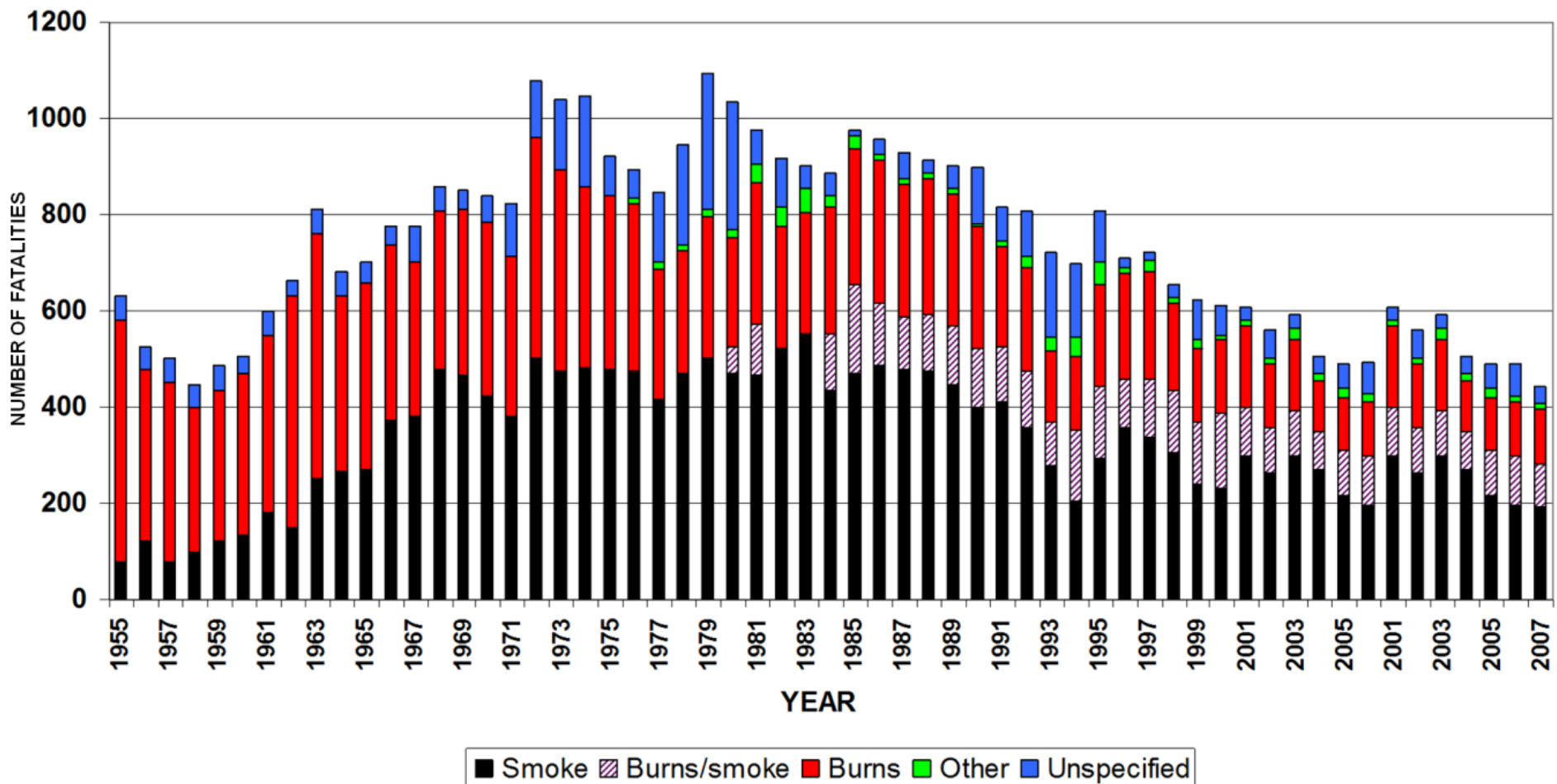


# Introduction – 3



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- Fatalities in UK



- Drivers of fire toxicity research

- Disasters
- Statistics

- Performance based Design

“Performance based design in fire engineering is the application of scientific and engineering principles to the protection of people, property and the environment from fire”

- Practicality of performance based design
- Available Safe Egress Time (ASET)
- Required Safe Egress Time (RSET)

## Available Safe Egress Time (ASET)

Ignition, Fire growth, Spread of fire & smoke

### Fire

- Ignition (location + intensity)
- Fire load (layout + material content)
- Smoke nature (release rate + toxic content)

### Compartment

- Size (height) & layout
- Ventilation
- Active & Passive fire protection systems

**Hazards from fire reach untenable conditions**

## Required Safe Egress Time (RSET)

Occupants safety and Fire hazards

### Fire + Occupants

- Physiological influence of exposure to heat & smoke on escape behaviour

### Occupants

- Response to warning
- Profile (age, physical/mental ability, pop. density)
- +Compartment: •Pre-egress behaviour (way-finding, movement, crowd flow)

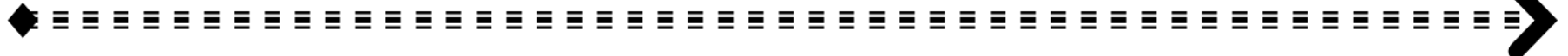
### Compartment

- Detection + Warning systems
- Escape routes design (numbers, width)

**Occupants reach a place of relative safety**

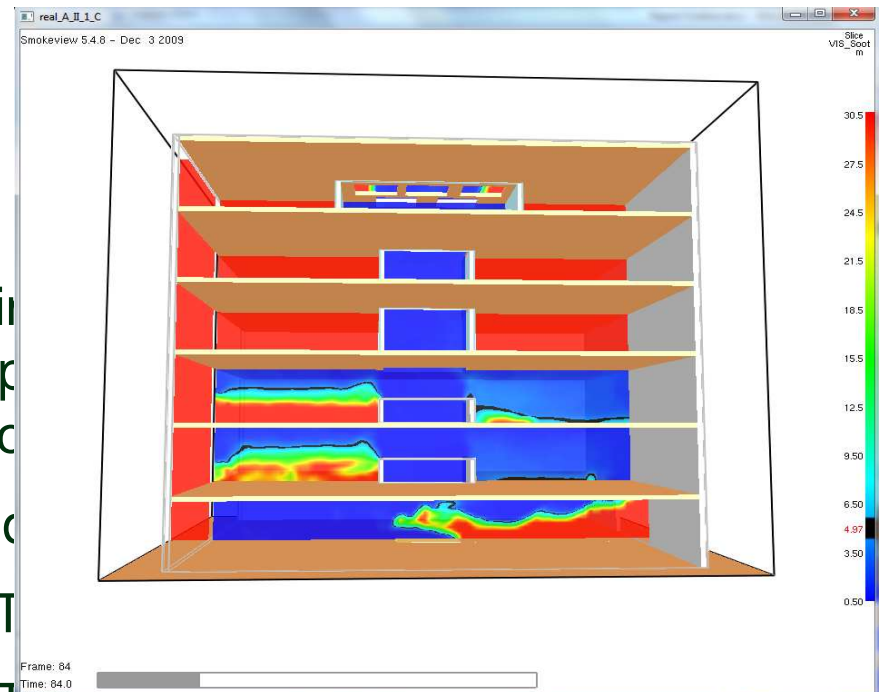
Ignition

Time





- Drivers of fire toxicity research



- Required Safe Egress Time (RSET)
- CFD applications in Fire Engineering

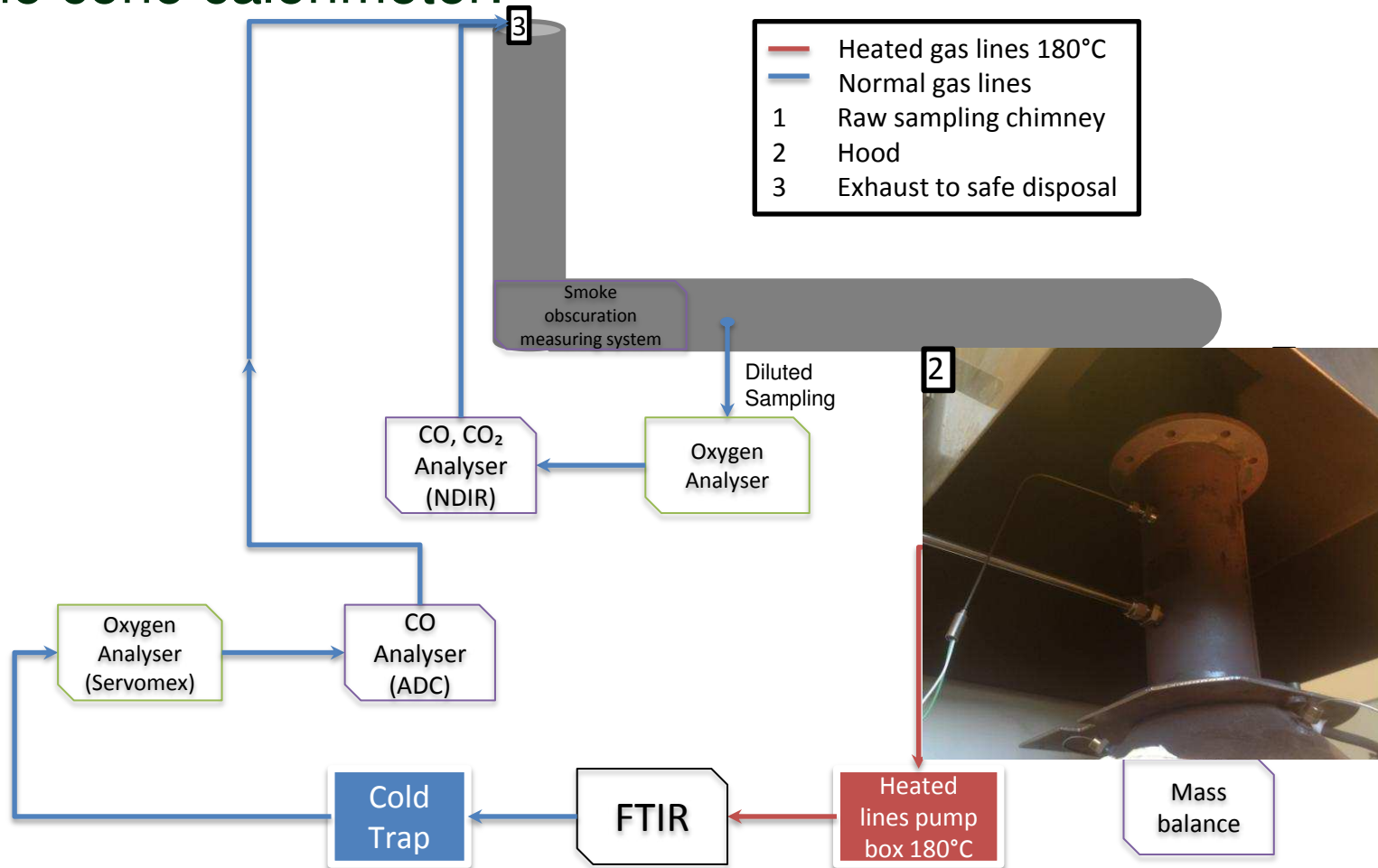
- Introducing a suitable sampling system for the cone calorimeter in combination with FTIR analyser.
- Comparing measurements from both sampling points (raw and diluted) to investigate post combustion due to secondary dilution after the chimney.

# Experimental setup



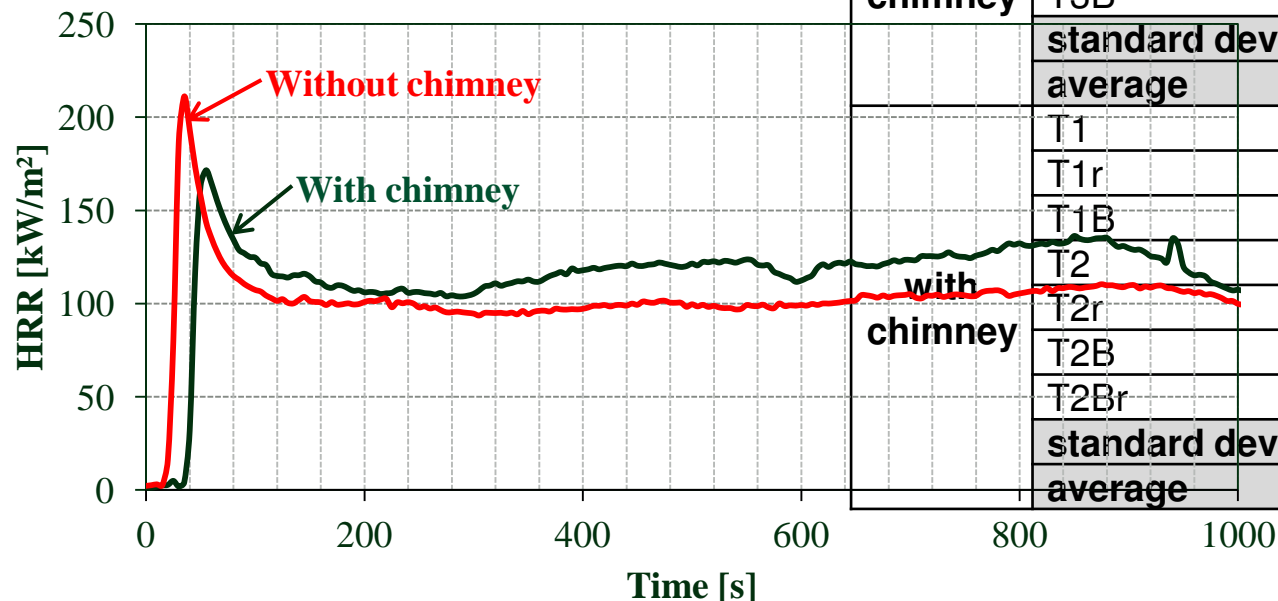
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- the cone calorimeter:



## • Effect of Appending Chimney on the combustion process

- Auto-ignition time
- Heat Release Rate (HRR)

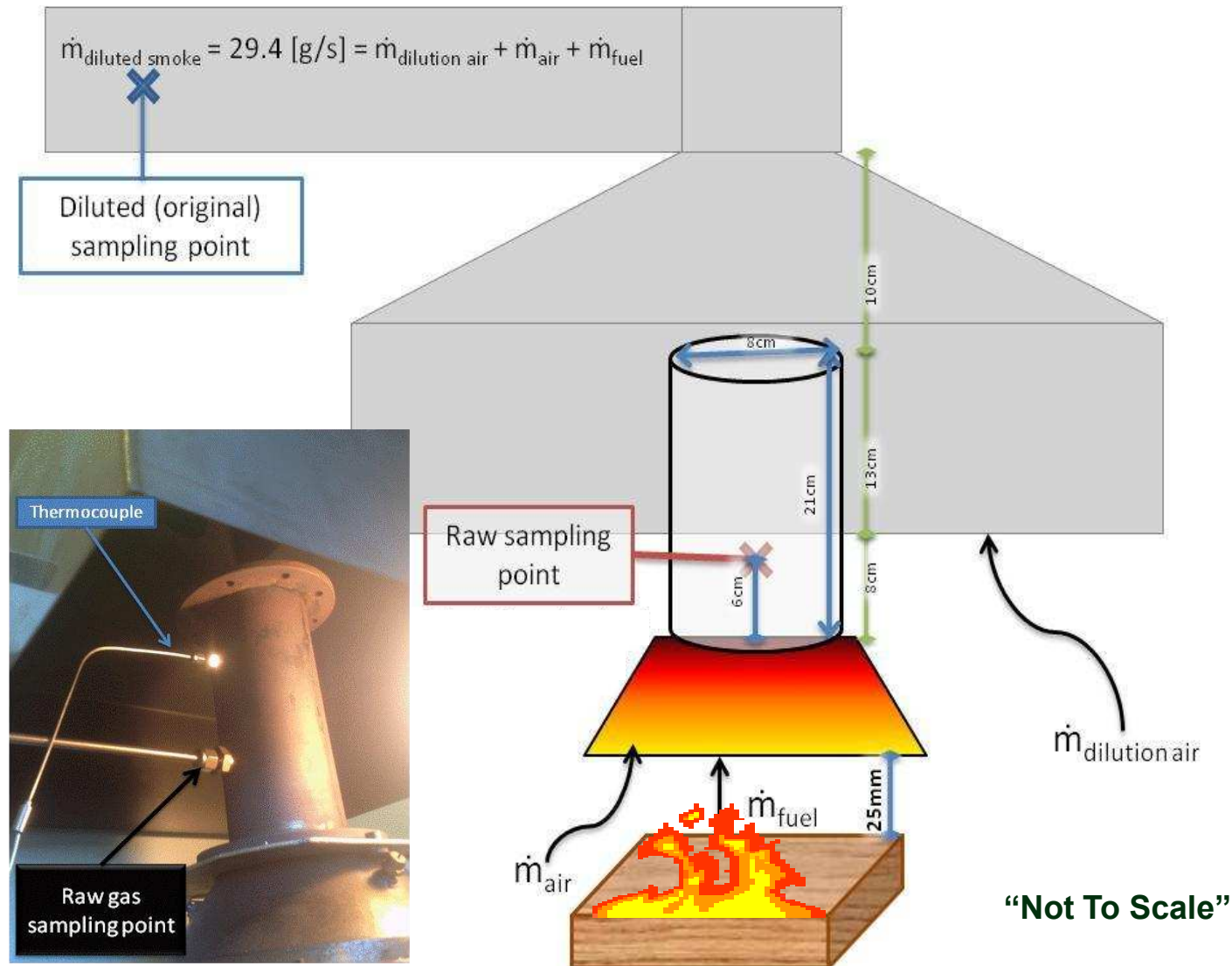


	test reference name	#	Ignition time [s]
no chimney	T3	1	26
	T3r	2	26
	T3rIII	3	22
	T3B	4	22
	standard deviation	2.3	
with chimney	average	24	
	T1	1	40
	T1r	2	68
	T1B	3	53
	T2	4	54
	T2r	5	46
	T2B	6	57
	T2Br	7	63
	standard deviation	9.5	
	average	54.4	

# Results & discussion – 2

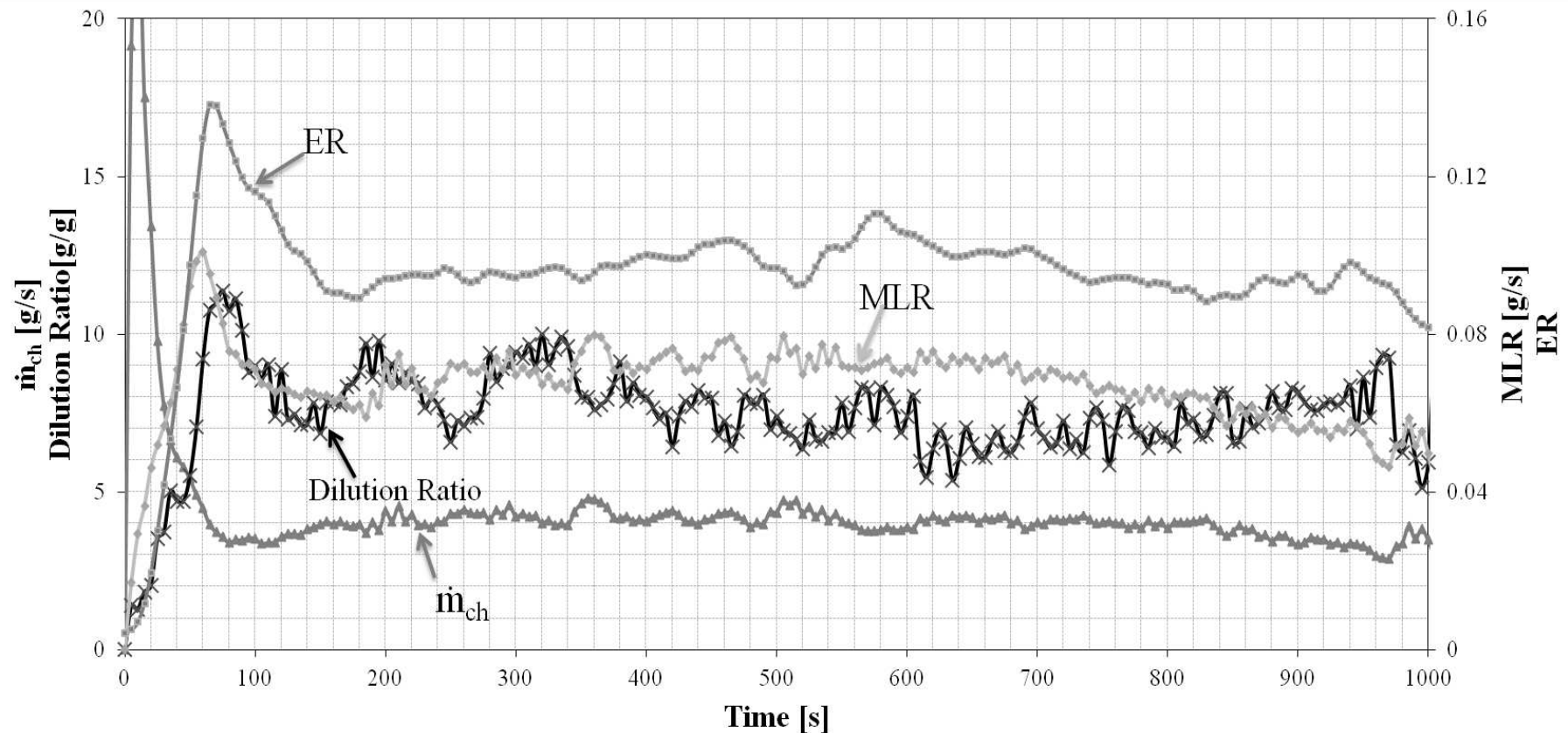


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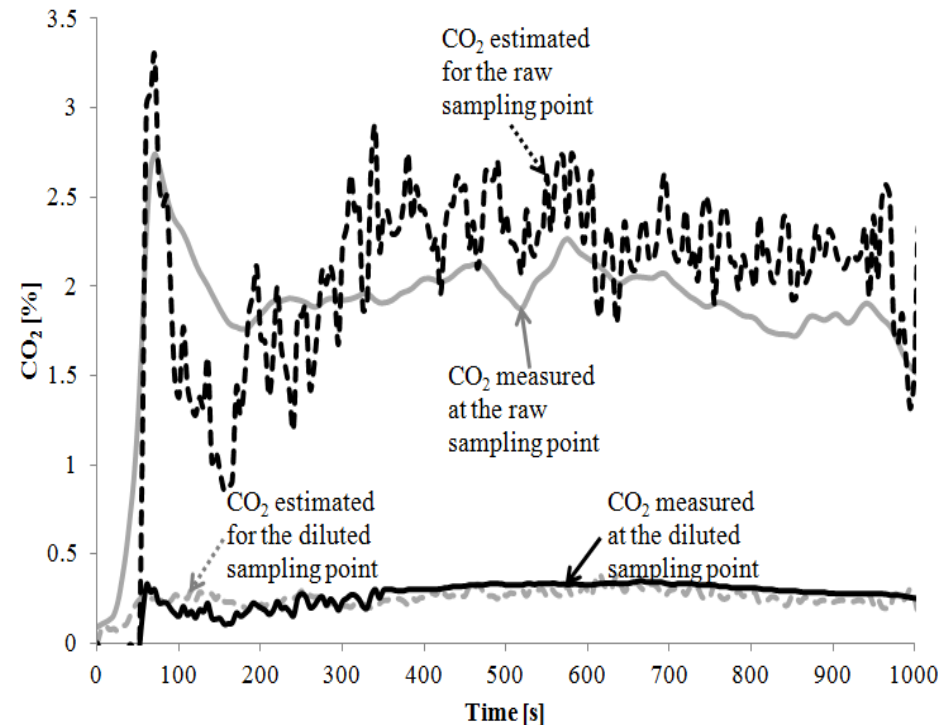
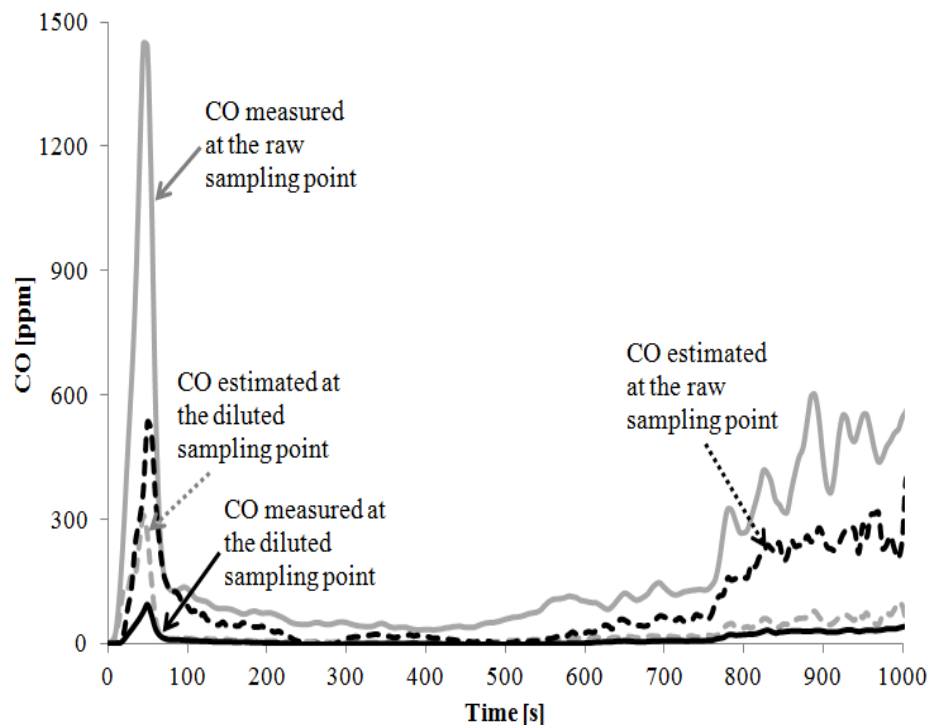
## • Dilution Ratio

- Determination of dilution ratio



## • Dilution Ratio

- Determination of dilution ratio
- Measured and estimated CO & CO<sub>2</sub> based on the dilution ratio at both





# Conclusions & future work



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- Modifying the open cone calorimeter by adding the chimney can effect the combustion process due to the **chimney effect** created, **increasing air entrainments** around the **combustion zone**. However, this would **not be the case** with **restricted ventilation enclosure** as air supplied will be controlled.
- it has been shown experimentally that the **post oxidation** at the **diluted sampling point** is **present** even with freely ventilated setup.

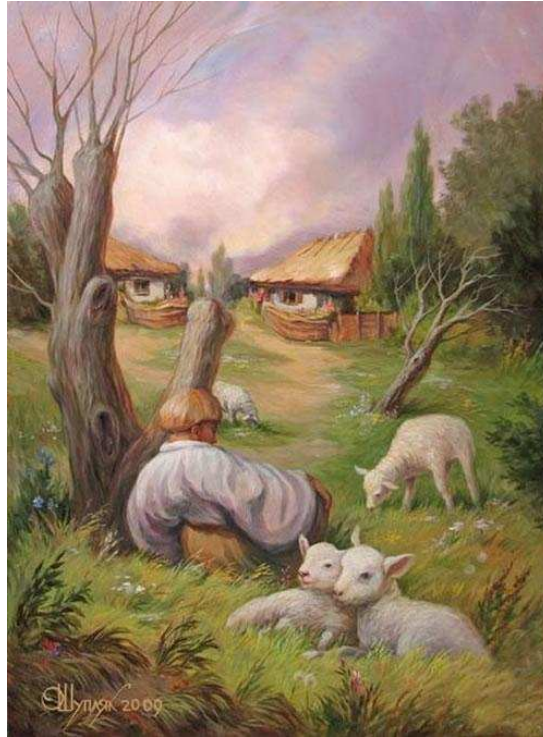
- **Raw gas sampling** from compartment fires is the only way that the problem of **post flame oxidation** by dilution gases can be avoided and current toxic gas tests all involve post flame air dilution and hence underestimate the toxic yields.
- The cone calorimeter has been successfully modified to enable **good toxic gas yields** to be determined and should be considered as a reliable method for determining toxic gas yields in simulated compartment fire conditions with an imposed ventilation rate.



# Thank you!



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## Any Questions please?